OFFICIAL PLAN REVIEW

COMPILATION OF INFORMATION REPORTS TO PLANNING COMMITTEE

ON THE

SERIES OF CONSULTATION MEETING WITH GROUPS

WHICH HAD SUBMITTED COMMENTS DURING PHASE ONE,

"REGIONAL DEVELOPMENT STRATEGY"

I. Report of 14 March, 1985

II. Report of 10 April, 1985

III. Report of 6 May, 1985

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Service
de l'urbanisme

14 March 85

File: 14.271.001

PLANNING COMMITTEE REPORT

OFFICIAL PLAN REVIEW: STAGE ONE FOLLOW-UP

BACKGROUND

At its meeting of 22 January 1985, Planning Committee considered a report dealing with the official plan review work program. That program included a proposal for the holding of further discussions with community groups who had presented briefs during the public hearings (May and October 1984).

The Committee approved the process and requested staff to provide an "on-going summary and report" of any discussions held with community groups. By letter, representatives of forty-four community groups, associations and agencies were invited to meet with staff, either singly or in groups, to explore the comments raised in their briefs. The letter was followed up by a phone call from the Community Liason Officer.

MEETINGS TO DATE

1. Bike for Safety

Two representatives from this group met with planning and transportation staff on 28 Feb 1985. The basic position advanced by the representatives was:

- the revised Regional Official Plan should recognize the potential contribution of cycling to the transportation system,
- there should be recognition of the option of commuter cycling as an important life-style factor in the national capital,
- the basic problem for cyclist-commuters is narrow roads. Provision of a wide curb lane (14 to 15 feet) allows safe integration of cyclists with vehicular traffic and is superior to separate cycling paths which introduce uncertainty wherever the cycling path and roadways (or driveways) intersect.

The staff discussed attempts to date to provide for cyclists (e.g. cooperative efforts with NCC to provide for cycling within transit corridors; bike provision on the Hunt Club bridge), and took note of the representatives' suggestion to include a policy in the revised Plan which would provide for a wide curb lane during the future construction or reconstruction of regional roads (where space permitted).

2. Glebe Community Association and Dow's Lake Residents Association

Four representatives of the Glebe Community Association and one from Dow's Lake Residents Association met with planning and transportation staff on 5 March 1985. Much of the meeting was spent discussing traffic concerns such as:

- reducing traffic on Bronson Avenue, improvements to the Carling/Bronson intersection, and future connection of Bronson Avenue to the Portage Bridge,
- Champagne arterial proposal,
- Queensway Corridor study, and the possible positive and negative impacts of a collector distributor system,
- role of transitways in improving region-wide transit service.

Also discussed were future land-use changes, in particular the potential for future residential construction (densification). The Associations' main concern was to protect the current housing/income mix and to see that whatever new development came along was "done well".

The representative also touched upon the staff's employment projection, stressing the overriding importance of the federal sector in future growth, and indicating that federal agencies other than NCC should be contacted with respect to employment growth and location of federal employment.

The parting position of the representatives was that they wished to maintain for their neighbourhoods, the status quo; meaning no "macro" level changes in transportation or land use.

3. Eastern Ontario Chapter - Canadian Institute of Planners

Two representatives of CIP met with planning and transportation staff on 7 March 1985. The discussion focussed on three issues:

- transitway stations with respect to their design and integration with other land uses. Staff indicated that integration is being achieved with private development (eg. St. Laurent and Billings Bridge shopping centres) but is constrained where federal land is involved. The concept of using the transitway development program to help achieve the desired employment distribution was also discussed.
- employment decentralization. ,The CIP representatives stressed the importance of permitting mixed use and of RMOC leadership in the profiling and marketing of employment areas.
- flexibility in use of federal greenbelt lands. The CIP representatives felt that the role and appropriateness of the greenbelt should be seriously reexamined.

The matters of better communication between the regional and local governments and whether CIP could play a role in promoting contact between planners at the two levels of municipal government (and perhaps the NCC and CRO) were also raised. The recent CIP session wherein planning staff from CRO and RMOC highlighted their respective official plan review exercises was an example given in this regard.

4. Ontario Institute of Agrologists - Land Use Committee

Three representatives of OIA met with planning staff on 13 March 85. Discussion centred on the Institute's position that a stronger commitment must be given to the protection of agricultural land. This meeting is to reconvene with staff on the 20th of March and the Institute has indicated that it intends to present a further brief to the Planning Committee.

FUTURE MEETINGS

Set out below is the schedule of future meetings, as arrangements stood at the time of writing:

March 25: Federation of Ottawa-Carleton Tenants Associations
26: Civic Hospital Area Home Owners Association and Carlington Home Owners Association
27: Network Britannia
28: Social Planning Council

April 1: East End Community Associations
2: Dalhousie Community Association
3: South Urban Community Landowners
9: Westboro Community Association, Hampton-Iona Community Group, and Highland Park Ratepayers' Association
16: Heron Park Brookfield Gardens Community Association
22: Federation of citizens (authors of a joint brief)

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Service de l'urbanisme

10 Apr. 1985

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PLANNING COMMITTEE REPORT

OFFICIAL PLAN REVIEW STAGE ONE FOLLOW-UP

BACKGROUND

At its meeting of 22 January 1985, Planning Committee considered a report dealing with the official plan review work program. That program included a proposal for the holding of further discussions with community groups who had presented briefs during the public hearings (May and October 1984).

The Committee approved the process and requested staff to provide an "on-going summary and report" of any discussions held with community groups. By letter, representatives of associations and agencies were invited to meet with staff, either singly or in groups, to explore the comments raised in their briefs. The letter was followed up by a phone call from the Community Liason Officer.

A report on the meetings held to 13 March 85 was presented to Planning Committee at their meeting of 26 March 85. This second report covers the period to 10 Apr 1985.

The following comments are not intended as verbatim minutes, but rather a summary of the main points discussed at each meeting.

MEETINGS TO DATE (post 13 Mar 85)

1. Federation of Ottawa-Carleton Tenants Association

   A meeting scheduled for 26 March 85 was cancelled by the Federation, subject to possible rescheduling to a date in April (no comfirmation to date).

2. Civic Hospital Area Homeowners Association and Carling Home Owners Association

   On the evening of 28 March 85 staff from the Planning Department and Transportation Department met with three representatives from the Civic Hospital Area Home Owners Association and five representatives from the Carlington Home Owners Association.

   The major issues discussed were as follows:

   - the role of Fisher Avenue in the regional road system and whether the Associations should seek an amendment to the Regional Plan to change Fisher Avenue to an "existing minor road",

   - the future of Merivale Road; the representatives expressing disappointment over the lack of action with respect to its upgrading,

   - the role of transit and transitways in reducing the need for future road widenings,

- the appropriateness of a phasing schedule (or statement) within a revised Regional Plan to indicate the likely order of events vis a vis future road projects,

- the degree to which City and Regional planning staffs had resolved their differences over the potential for intensification inside the greenbelt,

- the legitimicy of adding more residential lands before Kanata and Orleans are completely built out; the concept of a triggering policy so that infrastructure investments are not wasted; the possibility of ad-hoc amendments to expand the urban envelope in the absence of a generous designation in the Regional Plan; the options for future growth south of the greenbelt (and use of the greenbelt itself); and the need for an evaluation process that highlights such things as traffic impact on north-south arterials, and impact on agricultural lands,

- a final point was an upcoming amendment which will incorporate part of Council's road widening policy into the Regional Official Plan.

3. Britannia Hard Services Committee and Stonehenge Community

On the evening of 27 March 85 one member of the planning staff met with four representatives of the Britannia community and one representative from the Nepean community of Stonehenge. Councillor M. Catterall joined the meeting part way through.

The major topics covered were as follows:

- the question of the Britannia arterial deletion and how the Regional Official Plan Amendment (50) is related to the City of Ottawa Official Plan Amendment (73),

- the future of other regional roads (e.g. Carling and Richmond); further information to be available with the transportation discussion paper in late summer,

- the sewer surcharging problem along the West Nepean collector system; the progress of the Region's investigation to date and the coordination of the City of Ottawa's investigation of major tributory trunks was discussed,

- future co-ordination of City, Region, and NCC planning exercises; staff indicated major planning objectives which have shaped regional planning (RMOC, NCR) over the past decades,

- the lack of goals in the Official Plan Review documents to date; staff indicating that regional interests, planning principles, and specific objectives would be made explicit in the discussion papers to be released in late summer,

- the extension of transitways to the east and west to relieve congestion and disappointment over the staff's proposal to reduce the modal split guideline for the Ottawa River screenline.

4. Social Planning Council

On Thursday evening 28 March 85 staff of the Planning Department met with representatives of the Social Planning Council.

The major points of discussion were as follows:

- the Social Planning Council stressed the importance of not concluding a planning strategy until it was possible to determine the impact of such planning on people's lives,

- the need to examine the relationship between the location of cheaper housing on less expensive land at the periphery, and the provision of support services (e.g. day care, health care, legal aid),

- the importance of initiating public discussion on the public and private costs of low density development,

- appropriate economic development policies for the Region - e.g. the matching of CIDC job creation efforts with job skills of those unemployed and those seeking to upgrade their skills,

- the availability of small area census data and thematic mapping.

5. East-End Community Associations

On 1 April 85 staff from the Planning Department and the Transportation Department met with representatives from: the Chapel Hill Residents Association, the Blackburn Community Association, the Association of Residents of Orleans Woods, Queenswood Heights and Rothwell Heights. Councillor H. Allen was also in attendance.

The major topics of discussion were as follows:

- the rapid rate of growth in the east and a feeling that growth was overwhelming the available infrastructure.

- a review of the transitway development program, including recent efforts to accelerate construction of the transitway easterly, and representatives suggestions for even more rapid progress (e.g. a "no-frills" approach that might use the NCC eastern parkway, not building stations, priority bus lanes on Montreal Road or the Queensway),

- the Associations urged the focussing of Regional dollars and energies on specific problems rather than dispersing efforts all over the Region,

- the need for another roadway to the east: some form of an improved Innes Road facility, with a western connection to both the Queensway and the Hunt Club extension roadway.

- the future of the Queensway Corridor and concern that sufficient protection be given to the right-of-way so that the construction of a collector distributor system would not be frustrated in the future,

- apparent lack of co-ordination in objectives between the Region and the Province over spending priorities (eg. 416 vs. extending transitways),

- concern over directing all sewage flows to the Green Creek Pollution Control Centre; staff provided an update on the re-examination of potential for expanding the Watts Creek Sewage Treatment Plant and improved treatment standards for the Green Creek plan expansion,

- employment prospects for the east urban community with the Associations stressing the importance of good transportation facilities in attracting employment.

6. Ottawa Board of Trade, Downtown Rideau Board of Management, BOMA, Bank Street Promenade

On 2 April, 1985, members of the planning staff met with one representative from the Board of Trade, one representative from the Downtown Rideau Board of Management, one representative from BOMA, and two representatives from the Bank Street Promenade.

The major topics of discussion were as follows:

- the future and necessity of the Albert Street Transit Mall; with reference to the study being conducted by the Region's Transportation Department,

- apparent overemphasis on suburban growth and need for more attention to be placed on renewal in the core,

- importance of mixed use in the core and lengthening of store hours,

- support for high density residential development in the core (to bring people closer to jobs, to raise activity levels during non-working hours, and to increase security); including the need for the loosening of zoning regulations (perhaps bonusing); there was a general agreement that current rent levels in the core restrict the market somewhat,

- concept of high-rise residential development at transit stations,

- the need for different parking arrangements including the following suggestions: no increase in parking supply but raise daily rates to encourage transit use and freeing up spaces for short-term business and shopping; peripheral parking with a shuttle bus through the core; increase the total parking supply,

- the relationships between choices being made with respect to housing type (density) and location and the cost of providing regional infrastructure,

- the question of amalgamating school boards to facilitate rationalization of schools (i.e. sell off surplus schools to finance new schools on periphery),

- overly restrictive zoning of industrial areas, prohibiting certain essential services (e.g. trucking),

- general question of whom the downtown is for (a mixed residential neighbourhood, a priviledged residential neighbourhood, a business district, an entertainment precinct, a regional shopping centre?).

7. Association of Concerned Citizens - Rideau Township

A meeting scheduled for 27 March 1985 was substituted with a telephone conversation wherein staff outlined the schedule for stage 2 of the Official Plan Review.

8. Ottawa East Community Association

Staff of the Planning Department and the Transportation Department met with four representatives of the Ottawa East Community Association on the evening of 4 April 1985.

The basic topics of discussion were as follows:

- instability in the community which is related to "white painting" and increasing land values - leading to movement of families out of Ottawa East-and school closures

- agreement with more intensive use of lands but Ottawa East was already contributed its share; preference low rise infill redevelopment such as along the canal north of the Queensway,

- agreement with employment decentralization and suggestions about incentives for employment in the urban communities outside the greenbelt,

- do not accept the justification for the Queensway collector/distributor system; indicating problems with making it work and there not being sufficient funds to build it; there is also concerns about pensioners along Harvey Street who cannot make decisions about improvements to their properties until the fate of this project is settled,

- the future of Main Street and whether it could be closed or narrowed, the need for a well lighted cross walk, and the develpment of commercial uses along the frontage to act as noise buffer to surrounding residential areas,

- the need for the revised Regional Plan to indicate the likely order of events, or priority attached, to each proposed transportation improvement.

9. Westboro Community Association, Highland Park Rate Payer's Association, Hampton-Iona Community Group.

On the evening of 9 April 85, staff of the Planning Department and the Transportation Department met with representatives from the Hampton-Iona Community Group, the Highland Park Rate Payer's Association, and the Westboro Community Association.

The major topics of discussion were as follows:

- the question of growth; a degree of disappointment was expressed that Council did not make a specific determination of how much growth it wanted,

- the degree to which inner neighbourhoods might get forgotton with respect to improvements they need if Council places too much priority on extending infrastructure to suburban areas; an example was the upgrading of regional roads with respect to their surfaces and provision of crosswalks (so that the neighbourhood could better cope with the effects of growth - e.g. increased traffic, noise and vibration from buses),

- the deteriorating conditions of Kirkwood Avenue was cited as a specific example of infrastructure that needs upgrading,

- the "nature of work" was raised by the representatives as a suitable topic for the Official Plan Review discussion paper on employment, so that issues such as part-time employment and working-at-home would be examined,

- techniques for keeping cars at home was also suggested as a topic for the discussion paper on transportation; the purpose being to find ways to reduce traffic thereby helping the inner neighbourhoods cope with the effects of growth;

- the question of the Region taking on the role of fostering integrative planning (physical, social, economic, environmental at the neighbourhood level), also mentioned was the need to integrate planning initiatives by other jurisdictions (NCC, the City of Ottawa),

- an update was provied on two features of the Regional Plan: the Scott Street extension, and the Byron alignment for the transitway,

- surprize and disappointment was expresed that the Region has proceeded with the planning for an expansion to the Green Creek Pollution Control Centre, especially since the Regional Development Strategy recommended that no decisions be taken on infrastructure until the Phase 2 work was completed,

- there was also a request that future documents be very explicit about their goals and underlying principles so that the planner's vision of the future and conceptual model(s) of growth are visible.

FUTURE MEETINGS

Set out below is the schedule of future meetings as arrangements stood at the time of writing:

April 16 - Heron Park Brookfield Gardens Community Association
17 - Dalhousie Community Association
17 - HUDAC
18 - Hunt Club and Riverside West Community Associations
22 - Federation of citizens (authors of a joint brief)
23 - New Edinburgh Community Association

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PLANNING COMMITTEE REPORT

OFFICIAL PLAN REVIEW
STAGE ONE FOLLOW-UP

BACKGROUND

At its meeting of 22 January 1985, Planning Committee considered a report dealing with the official plan review work program. That program included a proposal for the holding of further discussions with community groups who had presented briefs during the public hearings (May and October 1984).

The Committee approved the process and requested staff to provide an "on-going summary and report" of any discussions held with community groups. By letter, representatives of associations and agencies were invited to meet with staff, either singly or in groups, to explore the comments raised in their briefs. The letter was followed up by a phone call from the Community Liaison Officer.

A report on the meetings held to 13 March 85 was presented to Planning Committee at their meeting of 26 March 85, with a second report covering the period to 10 April being presented at the Planning Committee meeting on 23 April. This third report covers the period to 01 May 1985.

The following comments are not intended as verbatim minutes, but rather a summary of the main points discussed at each meeting.

MEETINGS TO DATE (post 10 April 85)

1. Ontario Institute of Agrologists (Ottawa Valley Branch)

A second meeting was held with this group on 20 March 1985 to continue the discussion which began on the 13th of March. The basic points raised by the representatives were as follows:

- the representatives supported a staff suggestion to consider expanding urban development into the greenbelt rather than encroaching onto good agricultural soils and suggested this be accomplished through land trades,

- urged staff to take a very strong stance with respect to the protection of agricultural land; including careful review of options to development in the South Urban Commmunity (as currently designated), higher intensity use inside the Greenbelt, use of poor land in the Greenbelt itself, small urban areas on poorer land (eg. Stittsville), and new villages on poor land. The specific alternative sites mentioned were in the Bank Street corridor, the "south-east" city, Stittsville and a northward expansion of Kanata,

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- the representatives feel that costs of servicing, transportation, employment goals and impact of a scattered form of development should not outweigh the irreplacability of agricultural land,

- staff were urged to look further than the 725,000 threshold to see where development might be headed,

- other assistance to agriculture would be road signs for "pick-your-own" farms and roadside stands (reps. also talking to MTC on this) to reduce traffic hazards.

2. Heron Park Brookfield Gardens and Billings Heritage Area Community Associations

On the evening of 16 April 85, staff from the Planning and Transportation Departments met with three representatives from the Heron Park Brookfield Gardens Community Association, two representatives from the Billings Heritage Area Community Association and Mrs. Grace Blackburn. The discussion raised the following major points:

- opposition to the southeast transitway corridor; staff explaining that the decision to have a southeast transitway in the railway corridor was fixed and that public consultation on alternative alignments within the corridor is underway,

- concern was expressed that even with the transitway, additional road capacity would be required to relieve congestion - which raised the question of the timing of for the Alta Vista (East) Parkway,

- there was also a question as to whether the Champagne Arterial was being considered; staff responded that this link was being examined in the context of the Queensway collector/distributor study.

3. Hunt Club Community Association, Riverside Park West Residents Association, Riverside Park Community and Recreation Association, Revelstoke Community Association

On the evening of 18 April 85, staff from the Planning and Transportation Departments met with four community representatives from the Hunt Club/Riverside area. The basic points raised during the evening were as follows:

- concern was expressed that the demands for new roads created by growth would exceed the Region's funding ability - including questions about the Region's funding arrangements and the provincial subsidy formula,

- related to the first point the representatives enquired about methods by which new development could pay its way,

- concern was expressed that the new Hunt Club bridge would transfer traffic congestion from Highway 16 over to Riverside Drive,

The meeting then adjourned, although staff stayed behind to discuss with Mr. Subissatti the main points of his brief:

- the lack of concrete proof in the Official Plan Review documentation that a further orientation to public transit is "cost-effective",

- that transit should be "user-pay" with society directly subsidizing those in need,

- the need for more flexibility and less dogma with respect to the way transit service is planned and operated, so that certain decisions about service standards could be tailored to individual neighbourhoods - respecting their unique desires and roadway conditions,

- the problems of noise and vibration are not being given the recognition they deserve, and there exists the danger that the disruptive effects of vibration and noise that is being visited upon those living along bus routes is not offset by the marginal benefits to bus riders - especially in the off-peak hours.

4. HUDAC - Builder Developer Council

On the evening of 17 April 85, staff from the Planning Department met with fourteen representatives from HUDAC. The following emerged as the major points of the discussion:

- concern was expressed about the degree to which the official plan might attempt to direct the process of growth as against accommodating it,

- concern over the impending shortage of residential land and that planning was not proceeding quickly enough to avert problems in the near future,

- the opinion was expressed that recent building activity (1983, 84) was abnormally high due to a release of pent-up demand (dip in interst rates, home purchase incentive) - but this year we will return to "realistic" building rates,

- there was a discussion of how much land should be planned in excess of "need", with one suggestion (undisputed) that a constant 20 year supply should be in place. This was tied to a concept of abandoning a plan that appeared to have an end point, in favour of a planning process that always kept the Region's "plan" 20 years in advance,

- also discussed were the reasons for such rapid residential growth in Orleans; with general agreement that it was due to difference in house price, the wide variety of product (and producers) and the lack of choice elsewhere,

- The concept of "triggering" was discussed (ie. the set of factors which must obtain before the urban envelope is expanded) - and Council's December 84 position was reviewed (vis 75,000 in East and West Urban Communities, extension of transitways, and achievement of a suitable level of employment). The HUDAC representatives appear united in their opinion that 75,000 persons cannot be achieved in the EUC and WUC if building continues to occur in its current format,

- there was also some discussion of the degree to which the CRO could provide additional land supply; considering the effects of the political environment, recent house purchase incentives, and federal employment decentralization policy. Staff explained their most recent research findings; that a permanent shift in proportional share to CRO (as witnessed recently) could delay the need for more land in RMOC by as much as five years.

- Staff also reviewed their basic findings on topics such as the long term demand for housing by type, how the rental demand may change by the turn of the century , and a few minor topics such as "empty nesting".

5. Federation of Citizen's Associations (FCA)

On the evening of 22 April 1985, staff from the Planning and Transportation Departments met with six representatives from the Federation of Citizen's Associations. Also in attendance was Josée Hélie from the City of Ottawa's Planning Branch.

The meeting proceeded according to an agenda distributed by the FCA, concentrating on two aspects: (a) FCA recommendations (from their October 84 brief), and (b) the future process for Stage 2 (including the question of the provision of resources).

- with respect to the CRO; data from Stats Canada was introduced showing the level of net in-commuting movement (16,300) to RMOC from the CRO as the result of employment opportunities in RMOC. This data is in sharp contrast to the zero net migration assumption of the staff's projection. Staff acknowledged that they have only recently received the 1981 place of work/place of residence data from Statistics Canada. Staff also discussed recent work in the area of residential potential in the CRO, and meetings with planning staff from the CRO to discuss their views of growth prospects for their region,

- with respect to the planning activities of other agencies, staff provided examples of discussions and joint exercises with staff from the NCC, Ontario Hydro, and the Province of Ontario (topics such as the federal parkways, use of the Greenbelt, employment opportunities at selected nodes on the transitways, regional and provincial road networks),

- the FCA's question of Regional goals and objectives was discussed, the basic point being that the goals should be visible and themselves subject to discussion; then, there should be a clear connection between the selection of a land use option and an evaluation of how all options stack up against the goals. Staff indicated that the revised work would indicate "regional interests" and "planning principles", and the discussion papers would be explicit about alternative objectives and policies and how these relate back to the interests and planning principles,

- the range of land use alternatives that are to be evaluated (flowing from Council's direction in December) was briefly reviewed.

- also discussed was the question of "choice," with the FCA representatives raising questions about the degree to which different groups in society ha' effective access to a range of choice (other than in a theoretical sense) and the degree to which certain choice(s) may need to be restricted to achieve land use objectives.

- this led to a discussion of the relative merits of opting for a tight control of the residential land market through designating a modest urban envelope as against having a more generous envelope with tight staging policies. Staff indicated that the benefit of having a generous envelope is that the community, through its involvement in a comprehensive Plan review, would help choose the shape and size of the envelope (as against having a tight envelope expanded through ad-hoc amendments).

The discussion then switched to items dealing with "process", with the following points being covered:

- staff reviewed recent events since their last meeting with the FCA in November, 84 to discuss process, including the current round of discussions with community groups,

- then the discussion focussed on the degree to which the Region would be willing to support the FCA (and other community groups) in the future by providing secretarial support and meeting space. A resolution of this issue was deferred pending a meeting to be held in May or early June at which time a large cross-section of community groups will be canvassed for their views on an appropriate public consultation process for Stage 2. The FCA made a strong pitch for some sort of forum where community groups can exchange views - rather than having communities working in isolation.

6. Dalhousie Community Association and Lower Town West Community Association

On the evening of 17 April 85, staff of the Planning and Transportation Departments met with four representatives from the Dalhousie and Lower Town West Community Associations. The main points of discussion were as follows:

- the role of telecommuncations in displacing "work trips" - with the responsibility of assessment of this impact falling to the planners,

- questions about the real need for the south urban community when Kanata and Orleans will not reach 100,000 by the turn of the century; staff explained that something in addition to the east and west urban communities (as currently designated) would be needed long before these communities reached 100,000,

- intensification was raised with the community representatives arguing for a Plan that featured more of it (medium density) and the importance of replacing demolished stock with "third sector" housing so that existing tenants could remain,

- transitway stations and lands along arterial roads were mentioned as suitable locations for high density residential (and commercial) development,

- the importance of adequate parking to reduce the effects of development on neighbourhoods was stressed,

- the impact of regional roads on neighbourhoods was also addressed with a debate ensuing over which takes precedence - the community representatives view being that the road system must accommodate itself to the needs of the community,

- related to the above point, where a regional road is incompatible with existing development, the zoning should be amended to permit redevelopment to uses which can co-exist with the road.

7. New Edinburgh Community Association

On the evening of 23 April 1985, staff of the Planning and Transportation Departments met with ten executives of the New Edinburgh Community Association.

The conversation touched upon earlier work such as the population and employment projections (and assumptions) and the future process for Stage Two - but the main issue was the proposed extension of the Vanier Parkway with the following points being raised:

- the proposed road has been a source of frustration for years, preventing the community from organizing the use of the parkland along the river. The Association feels that the City of Ottawa, the Region, and the NCC are either working at cross purposes or simply not co-ordinating their thinking with respect to the best use of these lands (a case of "planning blight"),

- a community representative pointed out that New Edinburgh has the lowest ratio of open space/parkland to population in the City of Ottawa,

- there was general dissatisfaction with the reason provided to date to maintain the Parkway proposal on the Regional Official Plan - namely "system continuity". The community representatives wanted to know exactly what this meant in practical terms - what traffic movements were going to be facilitated. There was a strong feeling that the extension of the Parkway would simply encourage/facilitate commuter movements from the Quebec side of the Ottawa River,

- the representatives also wanted to know what alternative arrangements had been, or would be, considered - in the event future traffic warranted an improvement in the network. For instance: could a new Kettle Island Bridge and approach to the MacDonald Cartier Bridge be reworked to provide continuity; could the Vanier Parkway be extended in a tunnel underneath New Edinburgh? In this regard, one community representative argued that regardless of whatever spare capacity exists on the MacDonald Cartier Bridge - that capacity should be treated as a sunk cost - and not be used as a determinant of future road network expansion.

- as a final point, the concept of a revised Regional Plan which would indicate a rough scheduling of road improvements was discussed - and in the event the Parkway extension is not indicated for a decade or so, perhaps the lands should be treated as an interim use (as a park), with improvements made to the grounds accordingly.

8. Scuth Growth Study Committee

On 23 May, 1985, planning staff met with representatives of Campeau Corporation, Urbandale Realty Corporation Ltd., Shenkman Corporation, and Jockvale Realty Ltd; four major landowners who have formed the South Growth Study Committee. The objective of this committee has been "to assemble information regarding the major issues affecting the South Growth Area". To this end, the committee commissioned the production of a consultants' brief which was presented to the Planning Commissioner at the meeting on 23 May, 1985. The main points of the brief are as follows:

- legal; the decision by Cabinet to permit development in the south without further amendment to the Regional Plan constitutes a clear commitment to growth in this location - obviating the need for further justification. "The only issue left to be discussed with respect to development in the south urban community is its precise timing".

- land requirements; "The Region's projection of residential land requirements for the 1981-2001 period are not excessively high". "The need to provide for an excess supply of land means that shortages could occur before the mid 1990's even if growth falls short of the high projection".

- housing demand; "The demand for singles is expected to be quite high in the future, due to rapid family formation rates. The consumption of land associated with various housing types has also increased. The present supply of vacant land is approximately 6,830 acres, which could be sufficient for about ten more years if all is developed. With a limited supply of vacant land and very high rates of growth in household and housing absorption, it is evident that the region will be faced with a shortage of land to respond to the needs of the consumer".

- engineering; "A comparison analysis of costs ..... reveals that the costs of providing sewer, water and transportation services to the South Urban Community becomes the least expensive to develop, followed by the East Urban Community and the West Urban Community, in that order."

- development potential in City of Ottawa; the consultant concluded that an upper limit of 25,000 units is realistic (this was compared to the City's building history over the past ten years of 1,600 units per annum).

A further meeting is scheduled for 30 May, 1985 so that staff from the Planning, Transportation and Works Department can review the consultant's engineering data and conclusions.

A copy of the brief has been placed in the Planning Department's library where it is available for review.

J.M. Wright,
Planning Commissioner.